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(54) **TOW HITCH REAR BUMPER ASSEMBLY**

(58) **Field of Search** 280/495, 500,
280/507, 491.5; 293/121, 122, 106

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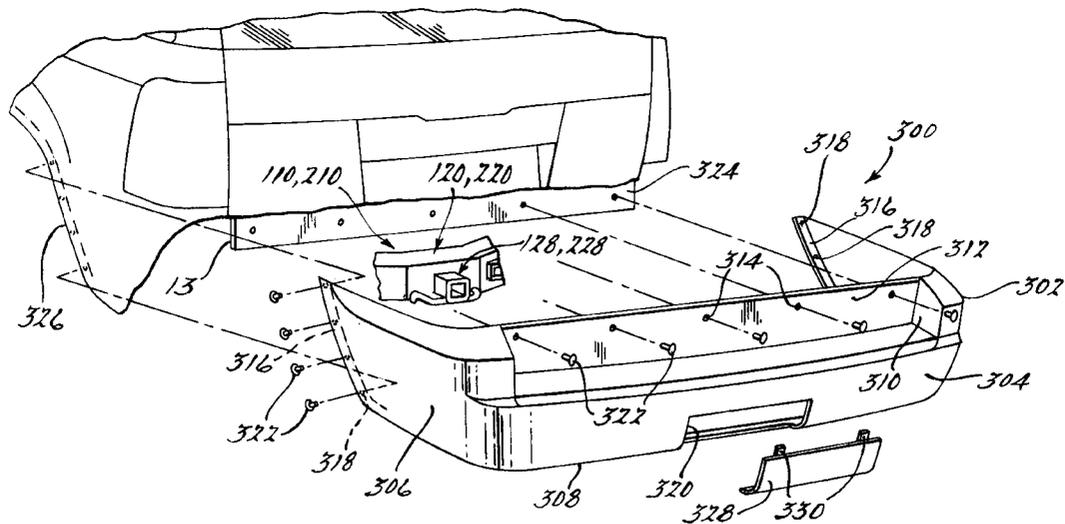
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(52) **U.S. Cl.** **280/500; 280/491.5; 293/106**

(57) **ABSTRACT**

A tow hitch rear bumper assembly for a motor vehicle includes a rear bumper for attachment to a frame of the motor vehicle and a tow hitch extending through and integral with the rear bumper.

12 Claims, 6 Drawing Sheets



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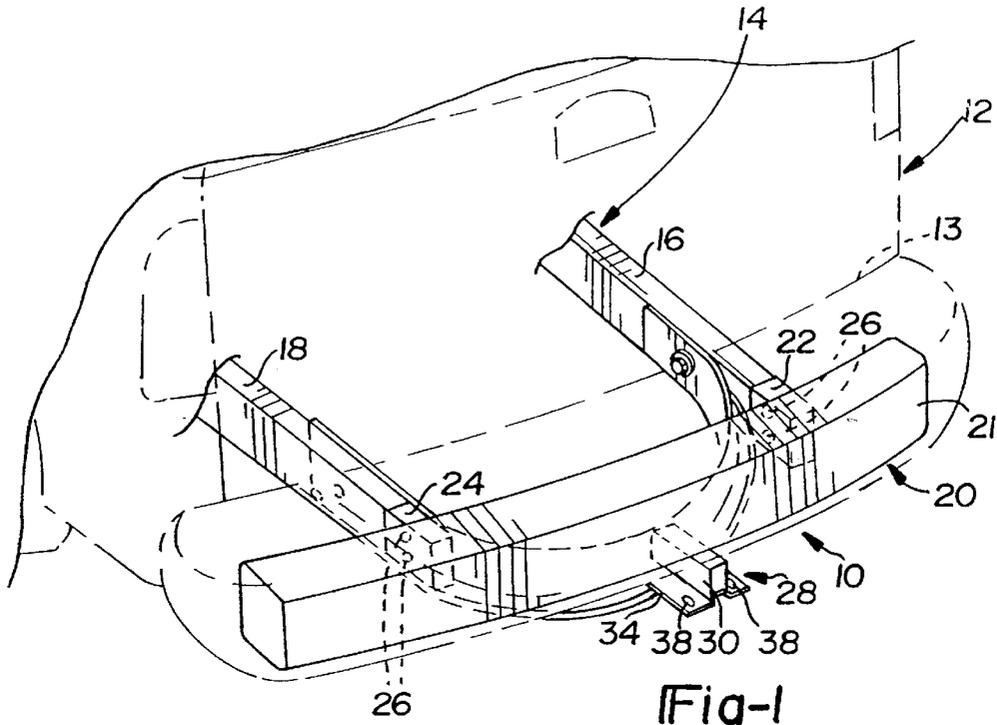


Fig-1

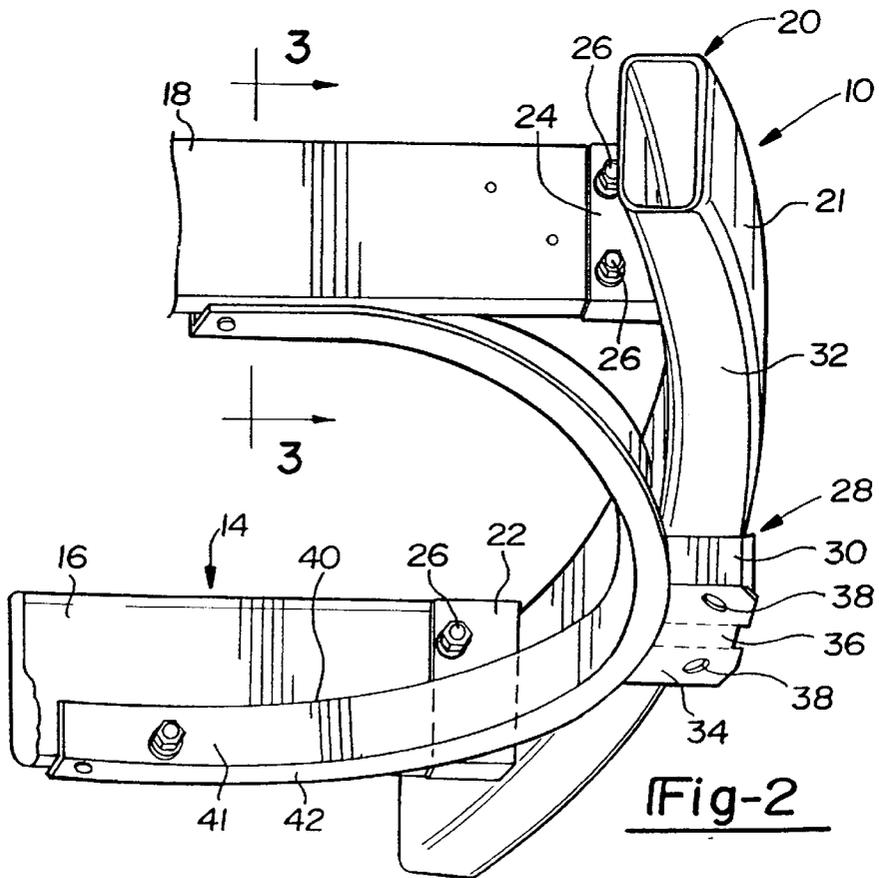
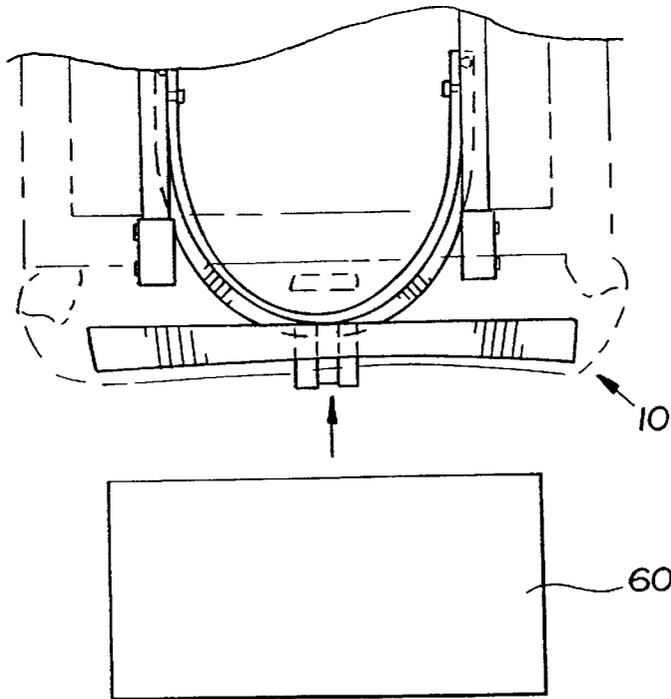
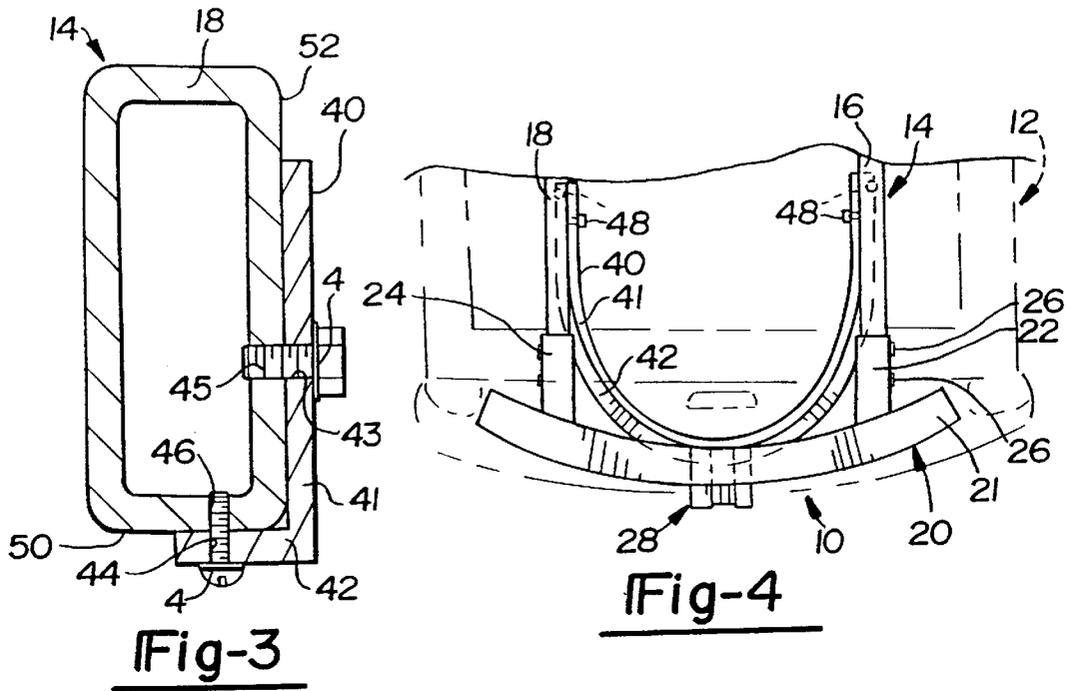
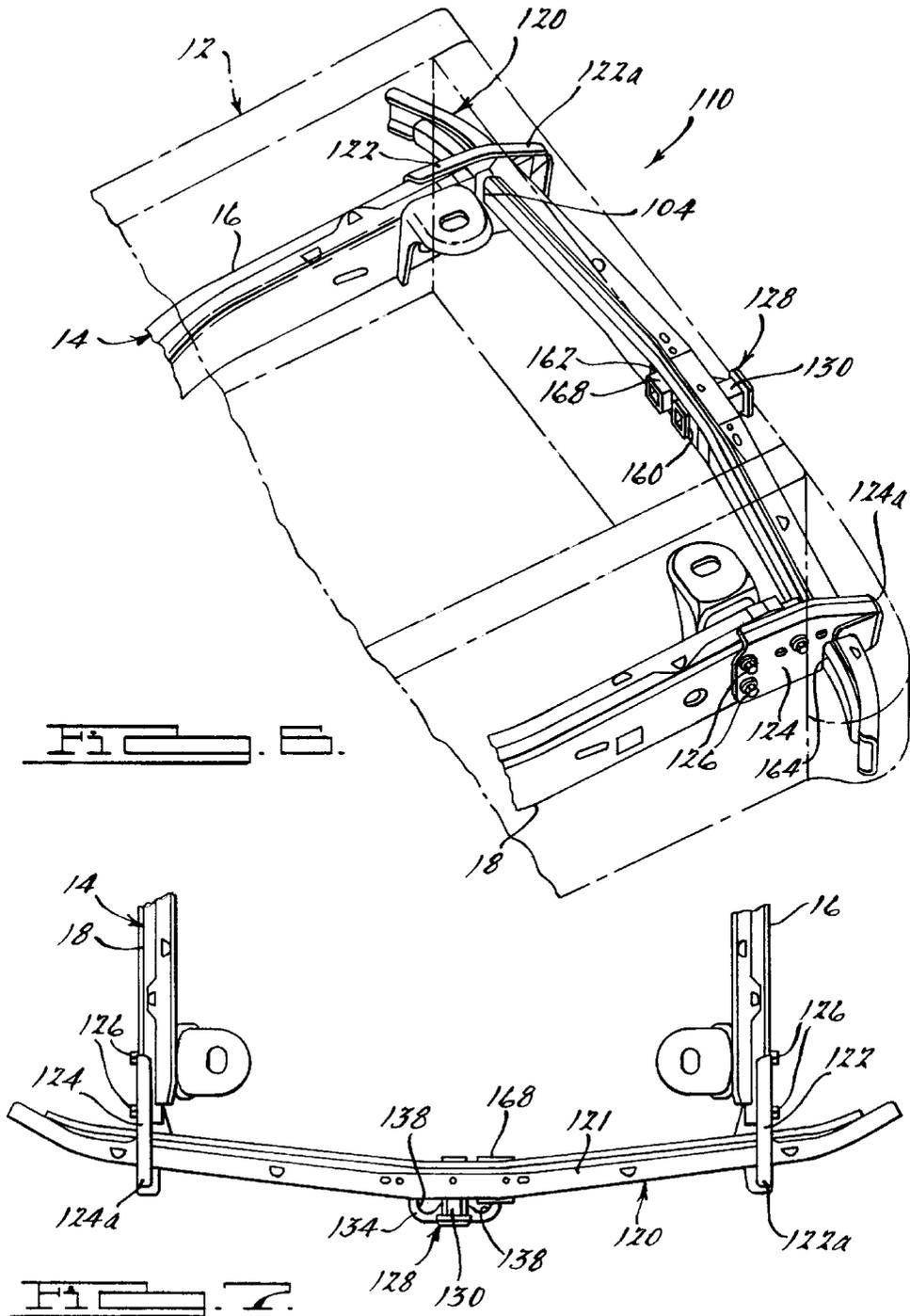
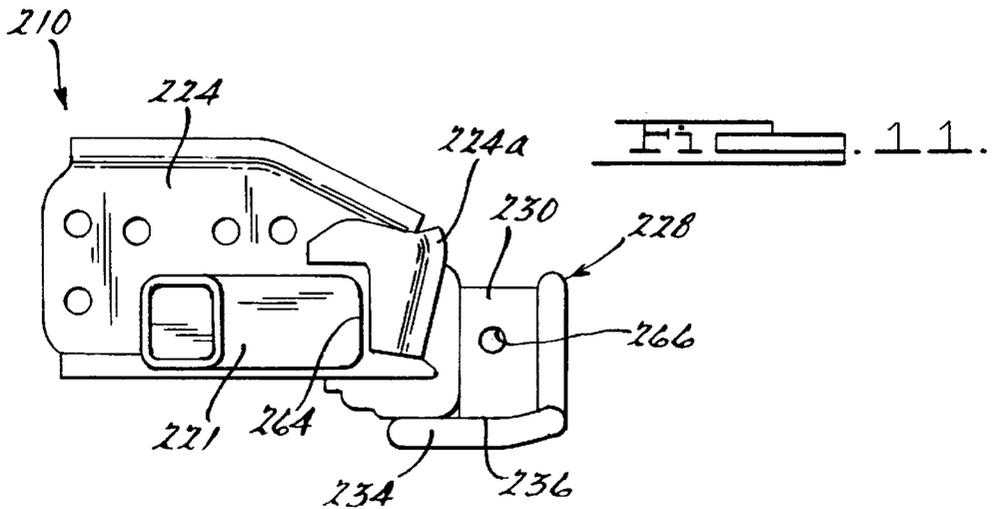
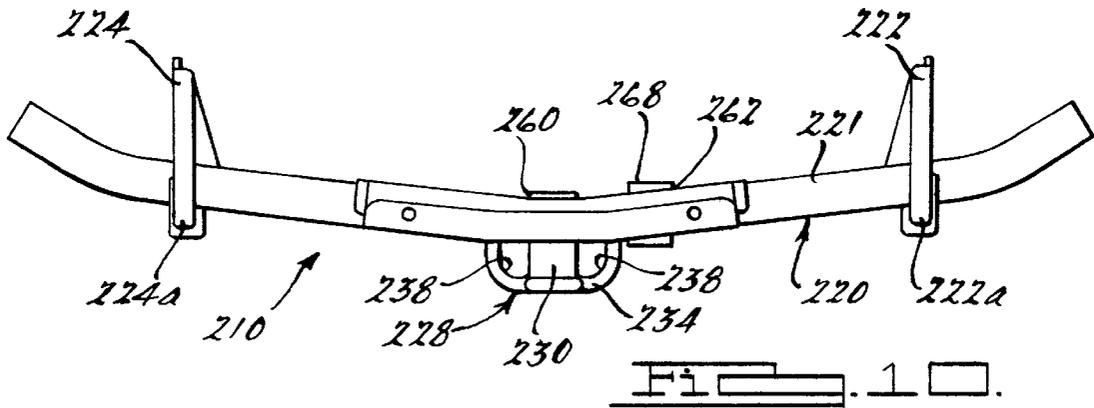
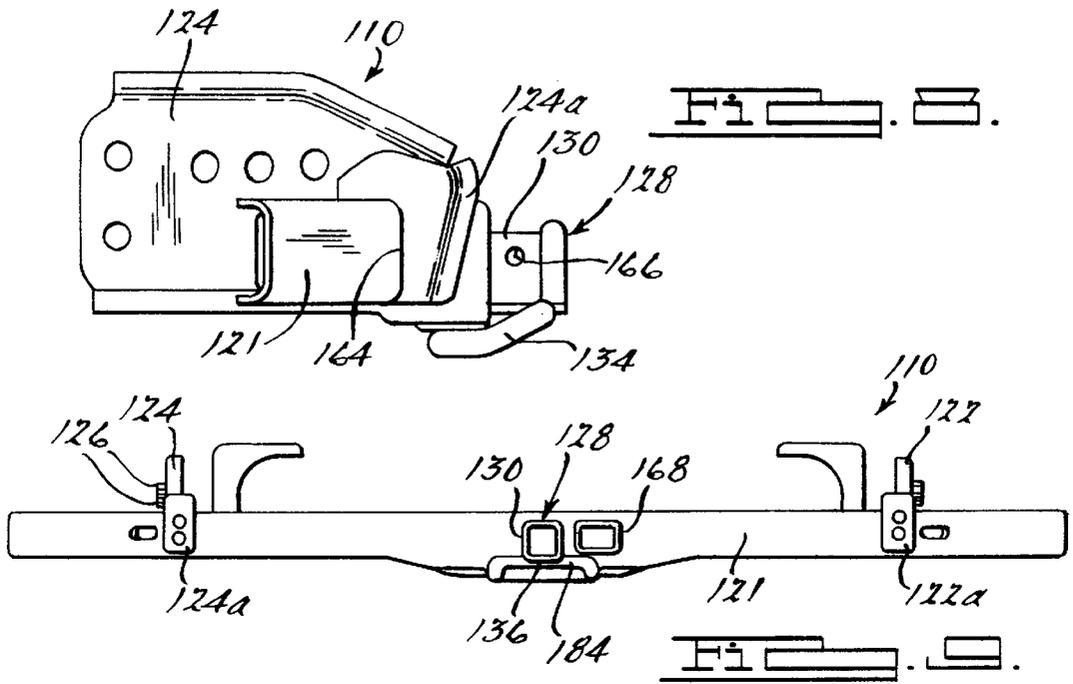


Fig-2







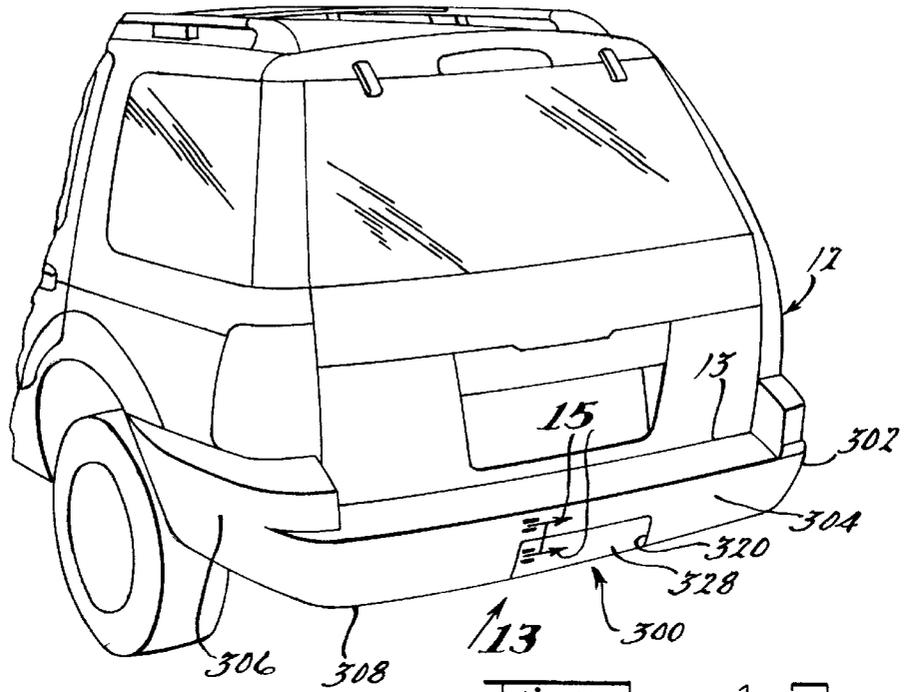


FIG. 12.

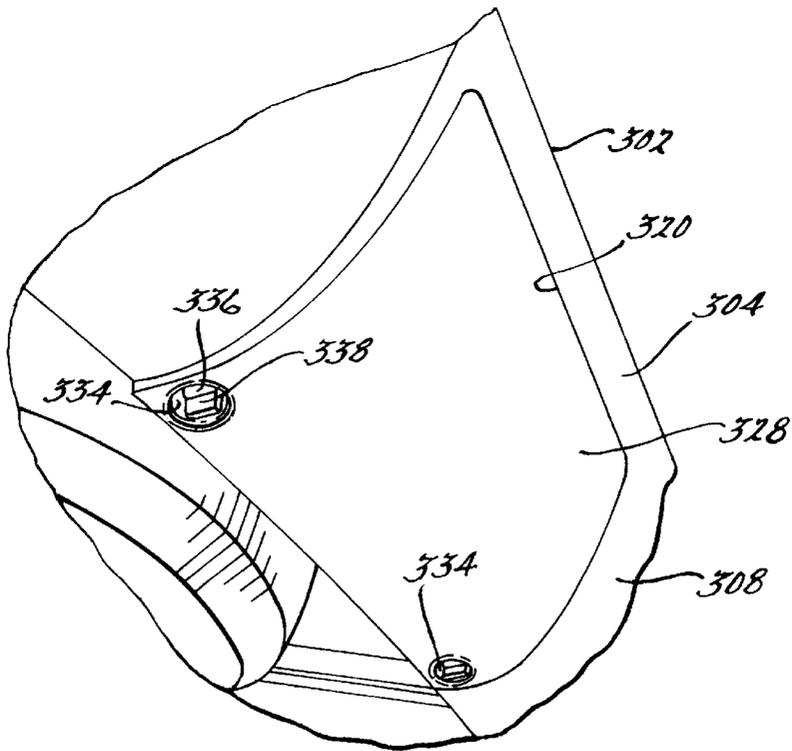


FIG. 13.

TOW HITCH REAR BUMPER ASSEMBLY**CROSS-REFERENCE TO RELATED APPLICATION(S)**

The present invention is a Continuation-In-Part of U.S. Ser. No. 09/698,711, filed Oct. 27, 2000, U.S. Pat. No. 6,502,848 which is a continuation of U.S. Ser. No. 09/296,185, filed Apr. 26, 1999 U.S. Pat. No. 6,179,320.

BACKGROUND OF THE INVENTION**1. Field of the Invention**

The present invention relates generally to rear bumpers for motor vehicles and, more specifically, to a tow hitch rear bumper assembly for a motor vehicle.

2. Description of the Related Art

It is known that a motor vehicle is equipped with a rear bumper assembly in order to protect its body in a low speed vehicle collision condition. It is also known that a separate tow hitch assembly may be equipped to a rear end of the motor vehicle in order to provide the motor vehicle with additional towing capacity. The rear bumper assembly typically includes a beam that extends transversely across the rear end of the motor vehicle. The tow hitch assembly typically includes a tow hitch receiver which is disposed under and welded to a transverse tubular cross member and the tubular cross member is mounted to a frame of the motor vehicle through a pair of mounting brackets.

Although the above separate rear bumper and tow hitch assemblies have worked well, it is desirable to integrate these two assemblies into a single assembly in order to share their rigidity for both functions. It is also desirable to have an assembly, which will be lightweight and more durable while still meeting the motor vehicle towing requirement. It is further desirable to provide an integrated assembly that will enhance the rear bumper protection function in a low speed vehicle collision condition. It is yet further desirable to provide an assembly in which the tow hitch extends through the rear bumper. It is still further desirable to provide a cover for the tow hitch and rear bumper. Therefore, there is a need in the art to provide an integrated tow hitch and rear bumper assembly for a motor vehicle.

SUMMARY OF THE INVENTION

Accordingly, the present invention is a tow hitch rear bumper assembly for a motor vehicle. The tow hitch rear bumper assembly includes a rear bumper for attachment to a frame of the motor vehicle. The tow hitch rear bumper assembly also includes a tow hitch extending through and integral with the rear bumper.

In addition, the present invention is a cover assembly for a motor vehicle including a rear bumper for attachment to a frame of the motor vehicle and a tow hitch extending through and integral with the rear bumper. The cover assembly also includes a rear bumper fascia for attachment to the motor vehicle to conceal the rear bumper and a removable door attached to the rear bumper fascia to conceal the tow hitch.

One advantage of the present invention is that a tow hitch rear bumper assembly is provided for a motor vehicle. Another advantage of the present invention is that the tow hitch rear bumper assembly integrates a tow hitch and rear bumper for a motor vehicle. Yet another advantage of the present invention is that the tow hitch rear bumper assembly has a tow hitch which extends through the rear bumper to raise the height or clearance of the tow hitch relative to a

driving surface. Still another advantage of the present invention is that the tow hitch rear bumper assembly reduces possible damage to the motor vehicle in a low speed vehicle collision condition. A further advantage of the present invention is that the tow hitch rear bumper assembly is lightweight and meets motor vehicle towing requirements. Yet a further advantage of the present invention is that a cover assembly is provided for a motor vehicle to cover a tow hitch and rear bumper of the motor vehicle.

Other features and advantages of the present invention will be readily appreciated, as the same becomes better understood, after reading the subsequent description taken in conjunction with the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view of a tow hitch rear bumper assembly, according to the present invention, illustrated in operational relationship with a motor vehicle.

FIG. 2 is a perspective view of the tow hitch rear bumper assembly and a portion of the motor vehicle of FIG. 1.

FIG. 3 is a sectional view taken along line 3—3 of FIG. 2.

FIG. 4 is a plan view of the tow hitch rear bumper assembly and a portion of the motor vehicle of FIG. 1.

FIG. 5 is a view similar to FIG. 4 illustrating the tow hitch rear bumper assembly after a high-speed vehicle collision condition.

FIG. 6 is a perspective view of another embodiment, according to the present invention, of the tow hitch rear bumper assembly of FIG. 1.

FIG. 7 is a plan view of the tow hitch rear bumper assembly of FIG. 6.

FIG. 8 is a side elevational view of the tow hitch rear bumper assembly of FIG. 6.

FIG. 9 is a front elevational view of the tow hitch rear bumper assembly of FIG. 6.

FIG. 10 is a plan view of yet another embodiment, according to the present invention, of the tow hitch rear bumper assembly of FIG. 1.

FIG. 11 is a side elevational view of the tow hitch rear bumper assembly of FIG. 10.

FIG. 12 is a perspective view of a cover assembly, according to the present invention, illustrated in operational relationship with a motor vehicle.

FIG. 13 is a perspective view of the cover assembly looking in a direction of arrow 13 of FIG. 12.

FIG. 14 is an exploded perspective view of the cover assembly of FIG. 12.

FIG. 15 is a sectional view taken along line 15—15 of FIG. 12.

DESCRIPTION OF THE PREFERRED EMBODIMENT(S)

Referring to the drawings and in particular FIGS. 1 and 2, one embodiment of a tow hitch rear bumper assembly 10, according to the present invention, is illustrated in operational relationship with a motor vehicle, generally indicated at 12, such as a pick-up truck or sport utility vehicle. The tow hitch rear bumper assembly 10 is located at a rear end 13 of the motor vehicle 12 and allows for towing of another vehicle such as a trailer (not shown) behind the rear end 13 of the motor vehicle 12.

The motor vehicle 12 includes a frame, generally indicated at 14. The frame 14 includes a pair of side rails 16 and

18 extending longitudinally to the rear end 13 and spaced transversely. The side rails 16 and 18 are generally hollow with a rectangular cross-sectional shape. The side rails 16 and 18 are made of a metal material such as steel. It should be appreciated that the side rails 16 and 18 are conventional and known in the art. It should also be appreciated that, except for the tow hitch rear bumper assembly 10, the motor vehicle 12 is conventional and known in the art.

Referring to FIGS. 1 through 4, the tow hitch rear bumper assembly 10 includes a rear bumper, generally indicated at 20, at the rear end 13 of the motor vehicle 12. The rear bumper 20 includes a rear bumper beam 21 extending transversely. The rear bumper beam 21 is hollow and has a generally rectangular cross-sectional shape. The rear bumper beam 21 is also generally arcuate or curved transversely in shape. The rear bumper beam 21 is made of a metal material such as steel.

The rear bumper 20 also includes at least one, preferably a pair of bumper brackets 22 and 24 to attach the rear bumper beam 21 to the frame 14. The bumper brackets 22 and 24 are hollow with a generally rectangular cross-sectional shape. The bumper brackets 22 and 24 are made of a metal material such as steel. The bumper brackets 22 and 24 are spaced transversely along the rear bumper beam 21 and connected thereto by suitable means such as welding. The bumper bracket 22 is disposed over the side rail 16 and the bumper bracket 24 is disposed over the side rail 18 of the frame 14. The bumper brackets 22 and 24 are connected to the side rails 16 and 18, respectively, by suitable means such as fasteners 26. It should be appreciated that, in this embodiment, the fasteners 26 are bolts and nuts extending through the sides of the bumper brackets 22 and 24 and side rails 16 and 18.

The tow hitch rear bumper assembly 10 also includes a tow hitch, generally indicated at 28, integral with and disposed below the rear bumper 20. The tow hitch 28 includes a hitch receiver 30 for receiving a hitch (not shown). The hitch receiver 30 is a hollow tube having a generally rectangular cross-sectional shape. The tow hitch 28 is made of a metal material such as steel. The hitch receiver 30 extends longitudinally and abuts a bottom face 32 of the rear bumper beam 21. The tow hitch 28 may also include a hitch plate 34 connected to the hitch receiver 30. The hitch plate 34 is made of a metal material such as steel. The hitch plate 34 is a generally rectangular plate connected to a bottom face 36 of the hitch receiver 30 by suitable means such as welding. The hitch plate 34 includes at least one, preferably a pair of apertures 38 with one of the apertures 38 located on each side of the hitch receiver 30. It should be appreciated that the apertures 38 allow tow chains (not shown) to be attached thereto.

The tow hitch rear bumper assembly 10 further includes an arch shaped reinforcement 40 connected to the tow hitch 28 and the frame 14 of the motor vehicle 12. The arch shaped reinforcement 40 has a generally vertical side wall 41 and horizontal bottom wall 42 forming an L shaped cross-section. The arch shaped reinforcement 40 extends transversely in a generally curved or arcuate shape. The arch shaped reinforcement 40 is made of a metal material such as steel. The arch shaped reinforcement 40 has its ends connected to an inboard side of the frame 14. Each end of the arch shaped reinforcement 40 has at least one, preferably a pair of apertures 43 and 44, which are offset and extend through the side wall 41 and bottom wall 42, respectively. The ends of the arch shaped reinforcement 40 are connected by suitable fasteners 48 extending through the apertures 43 and 44 and corresponding apertures 45 and 46 in the side

rails 16 and 18. It should be appreciated that the bottom wall 42 is connected to a bottom face 50 of the side rails 16 and 18 and the side wall 41 is connected to an inboard face 52 of the side rails 16 and 18.

The arch shaped reinforcement 40 is vertically inclined to lower its elevation to the level of the hitch receiver 30 and diagonally arch braced against a center span of the rear bumper beam 21 behind the hitch receiver 30. The arch shaped reinforcement 40 has a center thereof connected to a backside of the hitch receiver 30 by suitable means such as welding or fastening with bolts. The arch shaped reinforcement 40 is also connected to the hitch plate 34 by suitable means such as welding.

In operation, one function of the arch shaped reinforcement 40 is to provide support for the hitch receiver 30. Another function of the arch shaped reinforcement 40 is to absorb low speed vehicle collision energy. In a low speed vehicle collision, the arch shaped reinforcement 40 will help the rear bumper 20 rebound back to its original shape through the arch force to minimize repair cost as illustrated in FIG. 4. In a high-speed vehicle collision by an object 60 as illustrated in FIG. 5, the arch shaped reinforcement 40 will first bend forward to prevent the premature bending of the side rails 16 and 18 and the rear bumper beam 21. This will allow the rear bumper 20 and frame 14 of the motor vehicle 12 to crush axially to maximize their energy absorption. Under towing conditions, the rear bumper beam 21 will act like a horizontal cross member to support the tow hitch 28. The arch shaped reinforcement 40 will also serve as the "tension rod" and diagonal bracing for eccentric loading in the towing condition.

Referring to FIGS. 6 through 9, another embodiment, according to the present invention, of the tow hitch rear bumper assembly 10 is shown. Like parts of the tow hitch rear bumper assembly 10 have like reference numerals increased by one hundred (100). In this embodiment, the tow hitch rear bumper assembly 110 includes a rear bumper, generally indicated at 120, at the rear end 13 of the motor vehicle 12. The rear bumper 120 includes a rear bumper beam 121 extending transversely. The rear bumper beam 121 is hollow and has a generally rectangular cross-sectional shape. The rear bumper beam 121 is also generally arcuate or curved transversely in shape. The transverse ends of the rear bumper beam 121 may be open or generally "C" shaped. The rear bumper beam 121 has a generally centrally disposed primary aperture 160 extending longitudinally through a closed cross-section thereof for a function to be described. The rear bumper beam 121 also has a secondary aperture 162 spaced transversely from the primary aperture 160 and extending longitudinally therethrough for a function to be described. The rear bumper beam 121 is made of a metal material such as steel. The rear bumper beam 121 may be a single piece or two pieces having a generally "C" shape and welded together to form a closed rectangular cross-sectional shape. It should be appreciated that the rear bumper beam 121 is for a Class II hitch, which has a lower capacity rating for trailer towing.

The rear bumper 120 also includes at least one, preferably a pair of bumper brackets 122 and 124 to attach the rear bumper beam 121 to the frame 14. The bumper brackets 122 and 124 are hollow with a generally "C" cross-sectional shape. The bumper brackets 122 and 124 have an aperture 164 extending therethrough to receive the rear bumper beam 121 and allow the rear bumper beam 121 to extend there-through. The bumper brackets 122 and 124 have a bumper-ette portion 122a and 124a, respectively, extending longitudinally beyond the rear bumper beam 121 for a function to

be described. The bumper brackets **122** and **124** are made of a metal material such as steel. The bumper brackets **122** and **124** are spaced transversely along the rear bumper beam **121** and connected thereto by suitable means such as welding. The bumper bracket **122** is disposed over the side rail **16** and the bumper bracket **124** is disposed over the side rail **18** of the frame **14**. The bumper brackets **122** and **124** are connected to the side rails **16** and **18**, respectively, by suitable means such as fasteners **126**. It should be appreciated that, in this embodiment, the fasteners **126** are bolts and nuts extending through the sides of the bumper brackets **122** and **124** and side rails **16** and **18**.

The tow hitch rear bumper assembly **110** also includes a tow hitch, generally indicated at **128**, integral with and extending through the rear bumper **120**. The tow hitch **128** includes a hitch receiver **130** for receiving a hitch (not shown). The hitch receiver **130** is a hollow tube having a generally rectangular cross-sectional shape. The hitch receiver **130** is made of a metal material such as steel. The hitch receiver **130** extends longitudinally through the primary aperture **160** of the rear bumper beam **121** and is connected to opposed walls of the rear bumper beam **121** by suitable means such as welding. The tow hitch **128** may also include a hitch member **134** connected to the hitch receiver **130**. The hitch member **134** is a generally "E" shaped rod member. The hitch member **134** is made of a metal material such as steel. The hitch member **134** is connected to a bottom face **136** of the hitch receiver **130** and to the rear bumper beam **121** by suitable means such as welding. The hitch member **134** includes at least one, preferably a pair of apertures **138** with one of the apertures **138** located on each side of the hitch receiver **130**. It should be appreciated that the apertures **138** allow tow chains (not shown) to be attached thereto. It should also be appreciated that the hitch receiver **130** may have an aperture **166** extending therethrough to receive a lock pin (not shown) to lock the hitch to the hitch receiver **130**. It should further be appreciated that the hitch receiver **130** is welded in two places longitudinally to the rear bumper beam **121** to provide better strength.

The tow hitch rear bumper assembly **110** further includes a wiring receiver **168** for receiving wiring (not shown), which may be connected to a trailer (not shown). The wiring receiver **168** is a hollow tube having a generally rectangular cross-sectional shape. The wiring receiver **168** is made of a metal material such as steel. The wiring receiver **168** extends longitudinally through the secondary aperture **162** of the rear bumper beam **121** and is connected to the rear bumper beam **121** by suitable means such as welding. It should be appreciated that the wiring receiver **168** may have any suitable cross-sectional shape such as circular.

In operation of the tow hitch rear bumper assembly **110**, one function of the rear bumper beam **121** is to provide support for the hitch receiver **130**. Another function of the rear bumper beam **121** is to absorb low speed vehicle collision energy. In a low speed vehicle collision, the hitch receiver **130** and bumperette portions **122a**, **124a** of the bumper brackets **122**, **124** help the rear bumper beam **121** rebound back to its original shape through three-point contact to minimize repair cost. In a high speed vehicle collision by an object (not shown), the hitch receiver **130** and bumper brackets **122**, **124** first move forward and push the vehicle on three points to distribute the load and prevent the premature bending of the side rails **16** and **18** and the rear bumper beam **121**. This will allow the rear bumper **120** and frame **14** of the motor vehicle **12** to crush axially to maximize their energy absorption. Under towing conditions, the rear bumper beam

121 will act like a horizontal cross member to support the tow hitch **128**. It should be appreciated that the tow hitch **128** has a higher ground clearance to prevent damage thereto due to ramp angle when backing up.

Referring to FIGS. **10** and **11**, yet another embodiment, according to the present invention, of the tow hitch rear bumper assembly **10** is shown. Like parts of the tow hitch rear bumper assembly **10** have like reference numerals increased by two hundred (**200**). In this embodiment, the tow hitch rear bumper assembly **210** includes a rear bumper, generally indicated at **220**, at the rear end **13** of the motor vehicle **12**. The rear bumper **220** includes a rear bumper beam **221** extending transversely. The rear bumper beam **221** is hollow and has a generally rectangular cross-sectional shape throughout its length. The rear bumper beam **221** is also generally arcuate or curved transversely in shape. The rear bumper beam **221** has a generally centrally disposed primary aperture **260** extending longitudinally through a closed cross-section thereof for a function to be described. The rear bumper beam **221** also has a secondary aperture **262** spaced transversely from the primary aperture **260** and extending longitudinally therethrough for a function to be described. The rear bumper beam **221** is made of a metal material such as steel and is made of a thicker gage of material than the rear bumper beam **121**. It should be appreciated that the rear bumper beam **221** is for a Class III or IV hitch, which has a higher capacity for trailer towing.

The rear bumper **220** also includes at least one, preferably a pair of bumper brackets **222** and **224** to attach the rear bumper beam **221** to the frame **14**. The bumper brackets **222** and **224** are open with a generally "C" cross-sectional shape. The bumper brackets **222** and **224** have an aperture **264** extending therethrough to receive the rear bumper beam **221** and allow the rear bumper beam **221** to extend therethrough. The bumper brackets **222** and **224** have a bumperette portion **222a** and **224a**, respectively, extending longitudinally beyond the rear bumper beam **221** for a function to be described. The bumper brackets **222** and **224** are made of a metal material such as steel. The bumper brackets **222** and **224** are spaced transversely along the rear bumper beam **221** and connected thereto by suitable means such as welding. The bumper bracket **222** is disposed over the side rail **16** and the bumper bracket **224** is disposed over the side rail **18** of the frame **14**. The bumper brackets **222** and **224** are connected to the side rails **16** and **18**, respectively, by suitable means such as fasteners (not shown). It should be appreciated that, in this embodiment, the fasteners are bolts and nuts extending through the sides of the bumper brackets **222** and **224** and side rails **16** and **18**.

The tow hitch rear bumper assembly **210** also includes a tow hitch, generally indicated at **228**, integral with and extending through the rear bumper **220**. The tow hitch **228** includes a hitch receiver **230** for receiving a hitch (not shown). The hitch receiver **230** is a hollow tube having a generally rectangular cross-sectional shape. The hitch receiver **230** is made of a metal material such as steel. The hitch receiver **230** extends longitudinally through the primary aperture **260** of the rear bumper beam **221** and is connected to opposed walls of the rear bumper beam **221** by suitable means such as welding. The tow hitch **228** may also include a hitch member **234** connected to the hitch receiver **230**. The hitch member **234** is a generally "E" shaped rod member. The hitch member **234** is made of a metal material such as steel. The hitch member **234** is connected to a bottom face **236** of the hitch receiver **230** and to the rear bumper beam **221** by suitable means such as welding. The hitch member **234** includes at least one, preferably a pair of

apertures **238** with one of the apertures **238** located on each side of the hitch receiver **230**. It should be appreciated that the apertures **238** allow tow chains (not shown) to be attached thereto. It should also be appreciated that the hitch receiver **230** may have an aperture **266** extending there-
 5 through to receive a lock pin (not shown) to lock the hitch to the hitch receiver **230**. It should further be appreciated that the hitch receiver **230** is welded in two places longitudinally to the rear bumper beam **221** to provide better strength.

The tow hitch rear bumper assembly **210** further includes a wiring receiver **268** for receiving wiring (not shown), which may be connected to a trailer (not shown). The wiring receiver **268** is a hollow tube having a generally rectangular cross-sectional shape. The wiring receiver **268** is made of a metal material such as steel. The wiring receiver **268** extends
 15 longitudinally through the secondary aperture **262** of the rear bumper beam **221** and is connected to the rear bumper beam **221** by suitable means such as welding. It should be appreciated that the wiring receiver **268** may have any suitable cross-sectional shape such as circular.

In operation of the tow hitch rear bumper assembly **210**, one function of the rear bumper beam **221** is to provide support for the hitch receiver **230**. Another function of the rear bumper beam **221** is to absorb low speed vehicle collision energy. In a low speed vehicle collision, the hitch receiver **230** and bumperette portions **222a**, **224a** of the bumper brackets **222**, **224** help the rear bumper beam **221** rebound back to its original shape through three-point contact to minimize repair cost. In a high speed vehicle collision
 20 by an object (not shown), the hitch receiver **230** and bumper brackets **222**, **224** first move forward and push the vehicle on three points to distribute the load and prevent the premature bending of the side rails **16** and **18** and the rear bumper beam **221**. This will allow the rear bumper **220** and frame **14** of the motor vehicle **12** to crush axially to maximize their energy absorption. Under towing conditions, the rear bumper beam **221** will act like a horizontal cross member to support the tow hitch **228**. It should be appreciated that the tow hitch **228** has a higher ground clearance to prevent damage thereto due to ramp angle when backing up.

Referring to FIGS. **12** through **15**, a cover assembly **300**, according to the present invention, is illustrated in operational relationship with the motor vehicle **12**, such as a sport utility vehicle. The cover assembly **300** is located at a rear
 25 end **13** of the motor vehicle **12** and covers or conceals the tow hitch rear bumper assembly **110**, **210** at the rear end **13** of the motor vehicle **12** while allowing access to the tow hitch **128**, **228** thereof.

In one embodiment, the cover assembly **300** includes a rear bumper fascia **302** at the rear end **13** of the motor vehicle **12** for covering the rear bumper **120**, **220**. The rear bumper fascia **302** has a rear wall **304** extending transversely. The rear wall **304** is generally rectangular in shape. The rear bumper fascia **302** also has opposed side walls **306** extending longitudinally from the rear wall **304** and spaced transversely from each other. The side walls **306** are generally rectangular in shape. The rear bumper fascia **302** has a bottom wall **308** extending generally perpendicularly from the rear wall **304** and side walls **306**.
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The rear bumper fascia **302** also has a recess **310** extending longitudinally and transversely in the rear wall **304**. The recess **310** is generally rectangular in shape. The recess **310** has a forward wall **312** with a plurality of apertures **314** extending therethrough and spaced transversely therealong for a function to be described. The rear bumper fascia **302**
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also has a forward flange **316** extending transversely from the end of each of the side walls **306** with a plurality of apertures **318** extending therethrough and spaced vertically therealong for a function to be described. The rear bumper fascia **302** further has an opening **320** in the rear wall **304** and bottom wall **308** for a function to be described. The opening **320** is generally rectangular in shape. The rear bumper fascia **302** is made of a plastic material such as Thermo Plastic Olefin (TPO). It should be appreciated that the rear bumper fascia **302** is integral, unitary, and formed as one piece.
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The cover assembly **300** also includes at least one, preferably a plurality of fasteners **322** to secure the rear bumper fascia **302** to the rear end **13** of the motor vehicle **12**. The fasteners **322** are of a screw type and extend through the apertures **314** in the forward wall **312**. The fasteners **322** engage a rear body panel **324** of the motor vehicle **12** to secure the rear wall **304** to the rear end **13** of the motor vehicle **12**. The fasteners **322** also extend through the apertures **318** in the forward flanges **316** and engage a wheel housing **326** of the motor vehicle **12** to secure the side walls **306** to the rear end **13** of the motor vehicle **12**. It should be appreciated that the fasteners **322** may be used to extend through the bottom wall **308** to secure the bottom wall **308** to the rear end **13** of the motor vehicle **12**. It should also be appreciated that other flanges (not shown) and fasteners (not shown) may be used to mount the rear bumper fascia **302** to the rear end **13** of the motor vehicle **12**. It should further be appreciated that the fasteners **322** are conventional and known in the art.
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The cover assembly **300** further includes a removable door **328** to close the opening **320** in the rear wall **304** of the rear bumper fascia **302**. The door **328** is generally rectangular in shape and complementary to the shape of the opening **320**. The door **328** extends transversely and vertically to fill the opening **320** in the rear wall **304** and longitudinally to fill the opening **320** in the bottom wall **308**. The door **328** has at least one, preferably a plurality of tabs **330** extending upwardly from a top edge thereof. The tabs **330** are generally rectangular in shape and spaced transversely. The tabs **330** are received in corresponding apertures **332** in the rear wall **304** of the rear bumper fascia **302** at a top edge of the opening **320**. The tabs **330** may have a flange **333** extending outwardly to prevent the tabs **330** from unintentionally exiting the apertures **332**. The door **328** has at least one, preferably a plurality of apertures **334** extending therethrough near a bottom edge thereof for a function to be described. The door **328** is made of a plastic material such as Thermo Plastic Olefin (TPO). It should be appreciated that the door **328** is integral, unitary, and formed as one piece.
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The cover assembly **300** further includes at least one, preferably a plurality of fasteners **336** to secure the door **328** to the rear bumper fascia **302**. The fasteners **336** are of the turn-screw type and have a flange **338** extending outwardly to allow an operator to grip the fasteners **336**. The fasteners **336** extend through the apertures **334** in the door **328** and engage corresponding apertures (not shown) in the bottom wall **308** of the rear bumper fascia **302** to secure the door **328** to the rear bumper fascia **302**. It should be appreciated that the fasteners **336** are conventional and known in the art.
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In operation of the cover assembly **300**, the rear bumper fascia **302** is secured to the rear end **13** of the motor vehicle **12** with the fasteners **322**. When secured to the motor vehicle **12**, the rear bumper fascia **302** conceals the rear bumper **120**, **220**. The opening **320** allows access to the tow hitch **128**, **228**. To close the opening **320**, the door **328** is moved by an
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operator toward the opening 320 and upward to dispose the tabs 330 in the recesses 322 of the rear wall 304. The door 328 is rotated downward and forward to align the fasteners 336 with the corresponding apertures in the bottom wall 308. The fasteners 336 are rotated via the flanges 338 to secure the door 328 to the rear bumper fascia 302. When the door 328 is secured to the rear bumper fascia 302, the tow hitch 128, 228 is concealed from view. To remove the door 328 from the rear bumper fascia 302 to access the tow hitch 128, 228, the operation is reversed. It should be appreciated that when the door 328 is disposed in the opening 320, the door 328 is flush with the rear wall 304 and bottom wall 308 of the rear bumper fascia 302. It should also be appreciated that the door 328 may be planar or have a projection (not shown) extending outwardly corresponding to the location of the tow hitch 128, 228. It should further be appreciated that the door 328 is integrated with the rear bumper fascia 302 and covers a hard surface of the tow hitch 128, 228 normally protruding from the motor vehicle 12, while being aesthetically pleasing.

The present invention has been described in an illustrative manner. It is to be understood that the terminology, which has been used, is intended to be in the nature of words of description rather than of limitation.

Many modifications and variations of the present invention are possible in light of the above teachings. Therefore, within the scope of the appended claims, the present invention may be practiced other than as specifically described.

What is claimed is:

1. A cover assembly for a motor vehicle comprising:
 - a rear bumper for attachment to a frame of the motor vehicle;
 - a tow hitch extending through and integral with said rear bumper;
 - a rear bumper fascia for attachment to the motor vehicle to conceal said rear bumper; and
 - a removable door attached to said rear bumper fascia to conceal said tow hitch.
2. A cover assembly as set forth in claim 1 wherein said rear bumper fascia has a rear wall extending transversely.
3. A cover assembly as set forth in claim 2 wherein said rear wall has an opening extending therethrough corresponding to a location of said tow hitch.

4. A cover assembly as set forth in claim 3 wherein said door has at least one tab extending upwardly and said rear wall has at least one aperture extending therein adjacent said opening, said at least one tab being disposed in said at least one aperture when said door is mounted to said rear bumper fascia.

5. A cover assembly as set forth in claim 3 wherein said door has at least one aperture extending therethrough.

6. A cover assembly as set forth in claim 5 including at least one fastener extending through said at least one aperture to mount said door to said rear bumper fascia.

7. A cover assembly as set forth in claim 2 wherein said rear bumper fascia has opposed side walls extending longitudinally from said rear wall and spaced transversely.

8. A cover assembly as set forth in claim 2 wherein said rear wall has a recess extending longitudinally therein and forming a forward wall with a plurality of apertures extending therethrough.

9. A cover assembly as set forth in claim 8 including a plurality of fasteners extending through said apertures for securing said rear bumper fascia to the motor vehicle.

10. A cover assembly as set forth in claim 7 wherein said rear bumper fascia has a flange extending transversely from each of said side walls with a plurality of apertures extending therethrough.

11. A cover assembly as set forth in claim 10 including a plurality of fasteners extending through said apertures for securing said rear bumper fascia to the motor vehicle.

12. A cover assembly for a motor vehicle comprising:
 - a rear bumper for attachment to a frame of the motor vehicle;
 - a tow hitch extending through and integral with said rear bumper;
 - a rear bumper fascia having a rear wall and opposed side walls extending from said rear wall for attachment to the motor vehicle to conceal said rear bumper, said rear wall having an opening corresponding to a location of said tow hitch to allow access thereto; and
 - a removable door disposed in said opening and attached to said rear bumper fascia to conceal said tow hitch.

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